

SEAPAC-Kingfisher Monitoring Briefing

Area of interest (AOI):	Gulf of Thailand and Andaman Sea
Analysis period:	01Jul2020 – 30Jun2021
Positional sources:	VMS, AIS
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Vessel Activity Summary

During the 6-month period from 01 January 2021 through to 30 June 2021, OceanMind carried out fisheries compliance monitoring of 10 Thai-flagged fishing vessels that regularly supply to SEAPAC-Kingfisher Holdings Ltd and agreed to be monitored under this programme.

The purpose of this monitoring program is to identify any non-compliant activity by these vessels that can then be further investigated by the Department of Fisheries and to provide SEAPAC-Kingfisher with recommendations to follow up with vessel owners and operators. During the 6-month monitoring period all Potential Non-Compliances (PNCs) found from VMS monitoring of purse seine fishing vessels supplying tuna were reported and have been investigated by Thailand-DOF, and all but one of the PNCs found have been resolved.



The 10 vessels monitored under this program are grouped into one fleet and are listed below in Table 2. The majority of fishing trips made by these vessels showed very high levels of compliance. However, three of these vessels (vessel ID 5, vessel ID 8, vessel ID 4) showed behaviours that indicate possible fishing activity outside of the Thai EEZ. The cases for the vessels with ID 5 and 8 were resolved through further analysis of logbooks and PIPO records showing no non-compliant activity. However, further investigation into vessel with ID 4, using logbook and PIPO records did not fully explain the behaviours observed and therefore this risk was not fully resolved. SEAPAC-Kingfisher did not purchase from this vessel to mitigate against the outstanding risk.

Other PNCs were due to possible fishing activity inside a Coastal Closed Area and a gap in VMS transmission. These were also investigated and both cases were considered closed.

The monitoring programme has proven to be successful in close cooperation with both SEAPAC-Kingfisher and the Thai Department of Fisheries and the monitored vessels showed a good level of cooperation. The overall trend suggests the fleet's compliance with fisheries regulations has increased over time since monitoring began in 2017.

Non-compliance issues identified by OceanMind can be classified into 4 risk categories explained in the table below, describing each risk category and summarising cases identified and risk management.

Table 1 - Risk issues identified between 01Jan2021 – 30Jun2021

Risk Category	Risk Description	Monitoring Summary
Possible fishing inside a Marine National Park	<p>The vessel showed behaviour that indicates possible fishing activity inside a Marine National Park</p> <p>Referral to the National Parks Department was recommended.</p>	<p>Events identified - 0</p> <p>Vessels involved - 0</p>
Possible fishing inside a Coastal Closed Area	<p>The vessel showed behaviour that indicates possible fishing activity inside a Coastal Closed Area</p> <p>Further investigation of logbooks and PIPO records was recommended.</p>	<p>Events identified - 1</p> <p>Vessels involved - 1</p>
Possible fishing outside of the Thai EEZ	<p>The vessel showed behaviour that indicates possible fishing activity outside of the Thai EEZ.</p> <p>Further investigation of logbooks and PIPO records was recommended.</p>	<p>Events identified - 3</p> <p>Vessels involved - 3</p>
VMS Gaps	<p>The vessel stopped transmitting on VMS</p> <p>Reporting of these events directly to the DOF and VMS unit upgrades were recommended</p>	<p>Events identified - 1</p> <p>Vessels involved - 1</p>

Fishing Vessels of Interest

Fleet 1

A total of 10 fishing vessels were analysed during the monitoring period.

Table 2 - Summary of the 6 months monitoring activity from 01Jan2021 – 30Jun2021

Fishing Vessel ID	Fishing Ground	Compliance Record – Risks repeatedly identified and reported to SEAPAC-Kingfisher	# Port visits July to December 2019	Number of maximum fishing days used between January to June
1	Gulf of Thailand	None	11	123
2	Gulf of Thailand	None	10	121
3	Gulf of Thailand	None	10	141
4	Gulf of Thailand	One report with fishing outside the Thai EEZ	12	99
5	Gulf of Thailand	One report with fishing outside the Thai EEZ	13	142
6	Gulf of Thailand	None	8	103

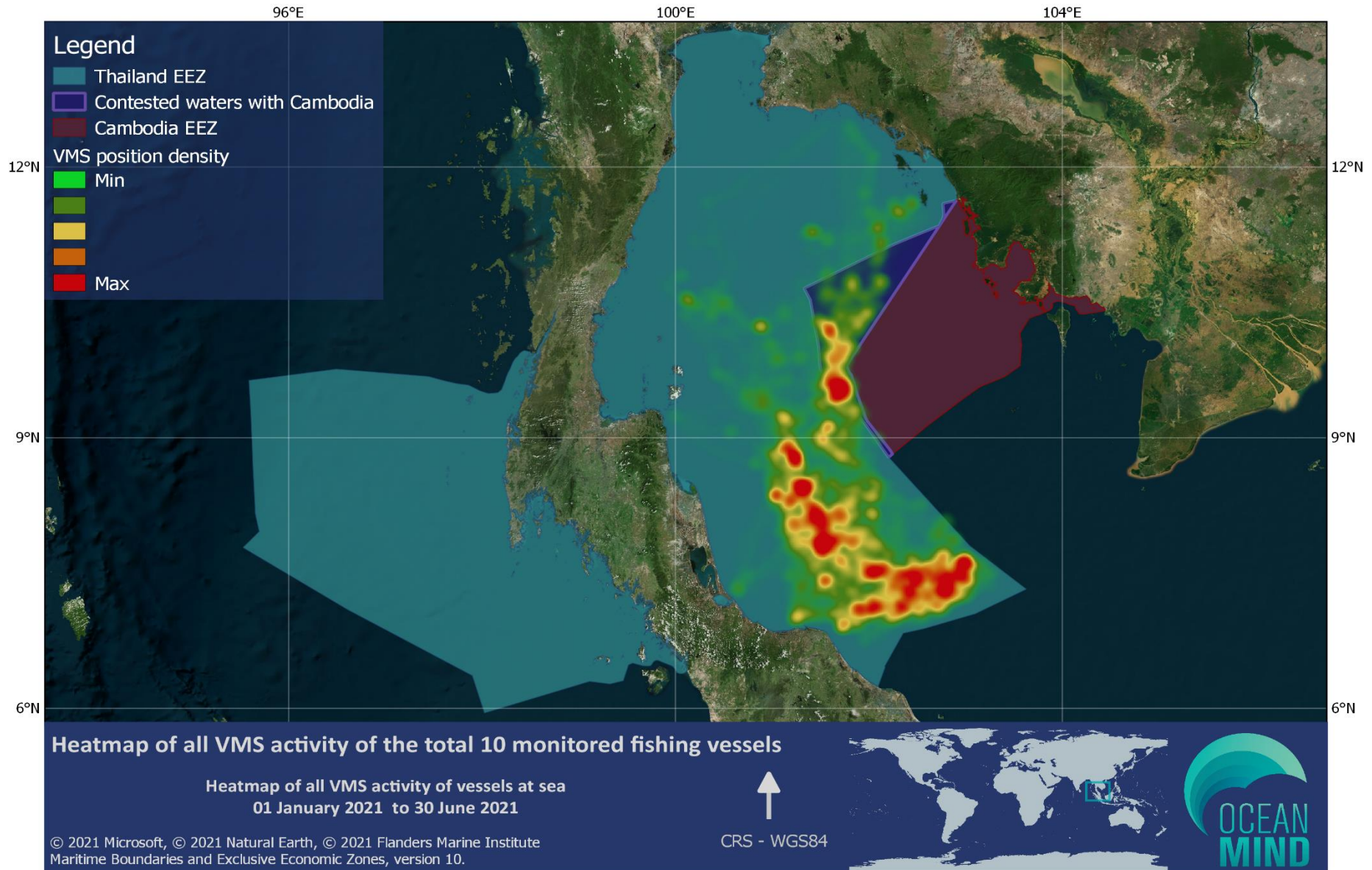
17	Gulf of Thailand	One report with gap in VMS transmission	3	14
8	Gulf of Thailand	One report with slow speeds inside the CCA, One report with fishing outside the Thai EEZ	11	93
9	Gulf of Thailand	None	8	67
10	Gulf of Thailand	None	10	104
*Number of fishing days is calculated as number of days the vessel is out of port. This is the same method used by the Department of Fisheries				

Nine out of the ten vessels: vessels with IDs 1, 2, 3, 5, 6 7, 8, 9 and 10 repeatedly fished in a contested area with Cambodia. This behaviour likely complies with Thai regulations however, it is worth noting for future monitoring which vessels regularly operate in this area. It is recommended to confirm which boundary lines the captains are using and their awareness of the EEZ boundaries.

Only one of the vessels, vessel with ID 8, was observed with slow speeds inside the Coastal Closed Area during this period of analysis.

Below is a heatmap of all VMS activity of all vessels part of this fleet, showing only days at sea transmissions during the monitoring period 01Jan2021 – 30Jun2021.

¹ The vessel with ID 7 stopped transmitting on VMS on 02Feb2021, the vessel was reported to be on dry dock.





Vessel days at sea

Days at sea were calculated using a similar methodology to the one that the Department of Fisheries (DOF) uses based on port-in/port-out (PIPO) declarations; a fishing trip starts 3 hours after the vessel leaves port and stops 3 hours before the vessel enters port. The number of hours in an individual fishing trip were calculated and rounded up or down to the nearest day for each trip. This calculation gives a conservative estimate of days at sea because OceanMind calculates when a vessel is no longer in port using VMS positional data, rather than when the vessel declared to Port Out or Port In to the PIPO. Therefore, the following days at sea are likely an underestimation of those the DOF would produce.

In addition, the maximum number of consecutive days at sea for a single trip under Thai regulations is 30 and none of the vessels that supply SEAPAC-Kingfisher appear to fish for more than 30 consecutive days.

The two graphs below show the total number of days at sea by Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher using VMS positional data compared with the total allowance of days at sea. Figure 1 shows the fishing vessels' total number of days at sea from 01Apr2020 – 31Mar2021 (the Thailand fishing year). Figure 2 shows the fishing vessels' total number of days at sea from 01Jan2021 – 30Jun2021 for this period's 6-month analysis.

This analysis shows that for the period between 01Apr2020 – 31Mar2021 none of the fishing vessels fished more than the maximum days at sea allowed for fishing vessels operating in the Gulf of Thailand (255). Two of the vessels fished close to their fishing day limits during this period, and this is worth noting for future monitoring to ensure they do not fish over their allocated days. PIPO also permit the vessels to trade days at sea so the final allowance may vary.

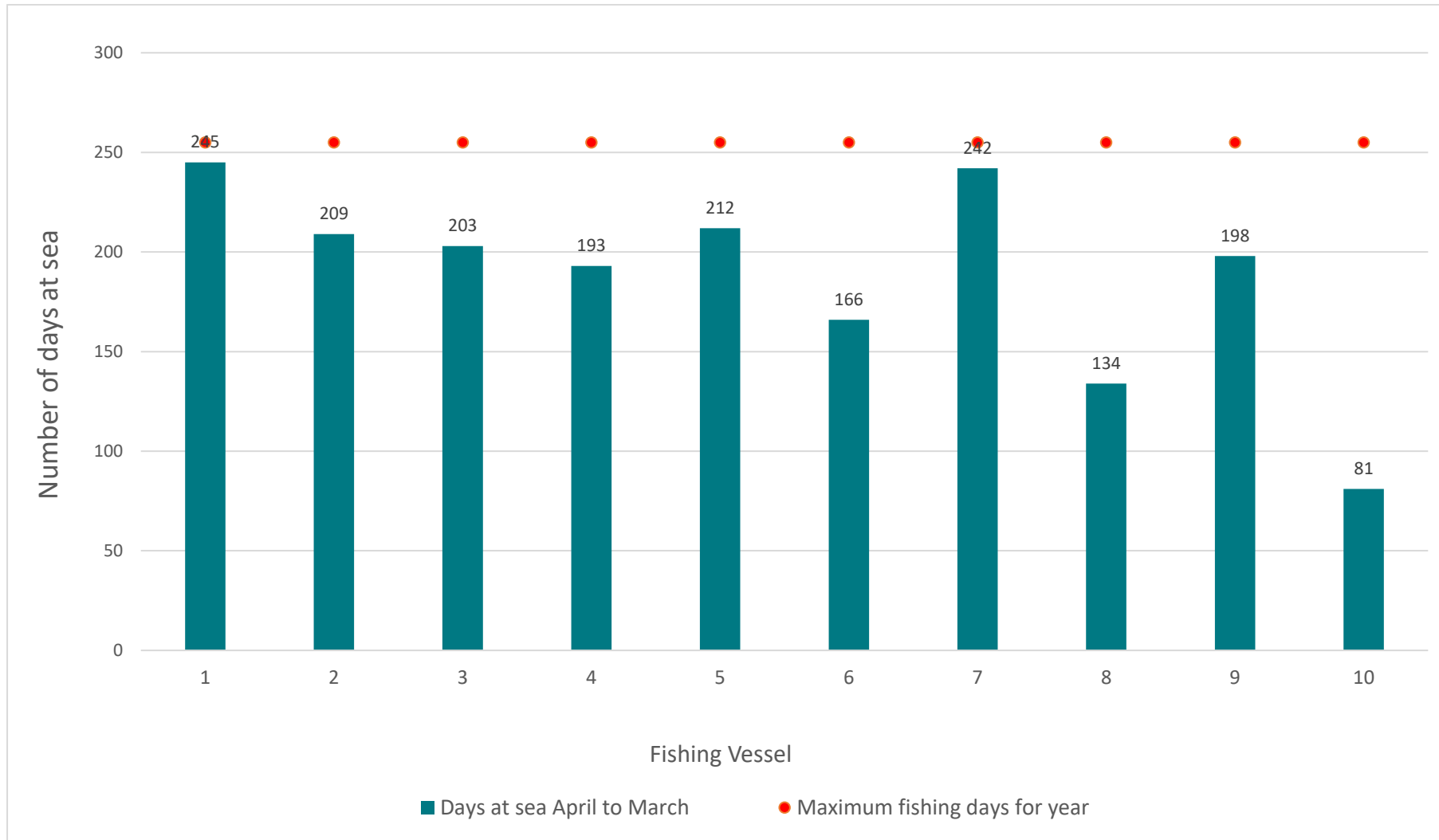


Figure 1 - Total number of days at sea between 01Apr2020 – 31Mar2021 of Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher

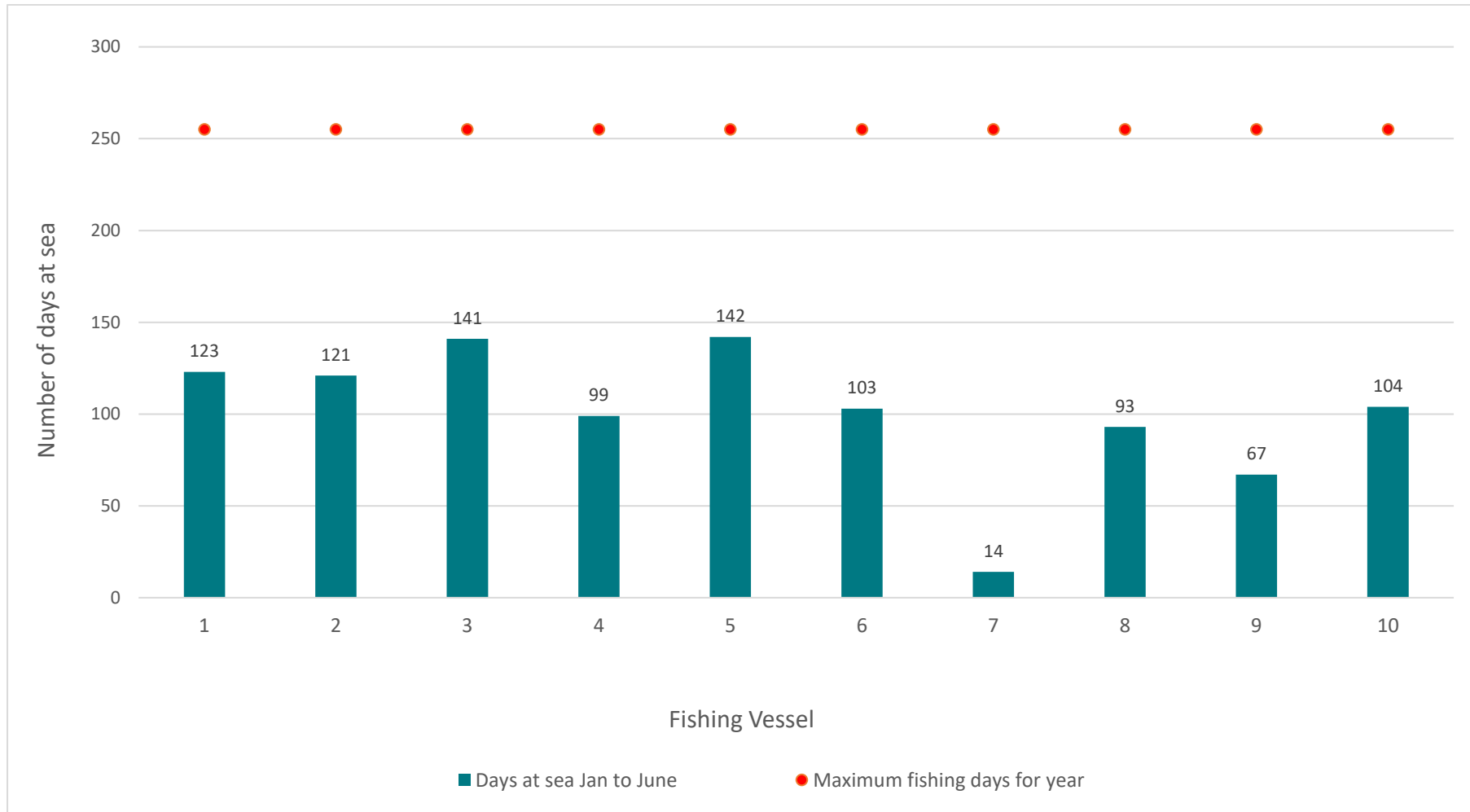


Figure 2 - Total number of days at sea between 01Jan2021 – 30Jun2021 of Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher



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